

Symptoms

STEAMERS.
EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND
PORTS and taking through Cargo to
ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship
"CATTARAUGUS,"
Captain Shannon, will be despatched for the
above Ports TO-MORROW, the 19th Instant, at
11 A.M.

This well-known Steamer is specially fitted for Passengers, and has large Cooling Chambers, thus ensuring a supply of Fresh Meat, Ice, &c., throughout the voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 18th March, 1895. [320

FOR VLADIVOSTOCK,
VIA SHANGHAI AND PORTS OF CALL.
Taking Cargo at through rates to NAGASAKI
and COREAN PORTS)

THE Steamship
"GHAZEE,"
Captain D. S. Bailey, will be despatched as
above TO-MORROW, the 19th instant, at 5
A.M.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 15th March, 1875. [36x]

SAILING VESSELS.
FOR SAN FRANCISCO.
THE 3/3 L.I.I. American Ship

"TILLIE E. STARBUCK,"
 urtts, Master, will load here for the above Port,
 ad will have quick despatch.
 For Freight, apply to

Hongkong, 16th January, 1897. SHEWAN & Co. [111]
FOR SAN FRANCISCO.
THE 100 A. I. British Ship

"QUEEN MARGARET,"
 haulkner, Master, will load here for the above
 port, and will have quick despatch.

Consignees

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ,
JEDDAH, SUAKIM, MASSAWAH,
MOEDDA, ADEN, BOMBAY, COLOMBO,
PENANG AND SINGAPORE.

THE Steamship

"GISELA,"
Having arrived, Consignees of Cargo are hereby
formed that their Goods, with the exception of
plum, are being landed at their risk into the
downs of the Hongkong and Kowloon Wharf

ad Godown Company, Limited, whence delivery may be obtained.
This vessel brings on Cargo :—
From Venice, *ex* S.S. "MASSIMILIANO,"
unshipped at Trieste.
From Venice, *ex* S.S. "ARC CARLOTTA"

From Calcutta, *ex* S.S. "AGLAIA," transhipped at Colombo.
From Trieste, *ex* S.S. "IMPERATOR,"
unshipped at Bombay.
Original Cargo will go on to Shanghai unless

Optional cargo will go on to Shanghai unless notice to the contrary be given before Noon TOMORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Undersigned before Noon on the next instant, on *thursday* and be accompanied

No Fire Insurance has been effected, and any goods remaining in the Godowns after the 21st instant, will be subject to rent.
Bills of Lading will be countersigned by
SANDER & Co.,

Hongkong, 15th March, 1895. Agents. 1340

CENTRAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship
"OCEANIC"
are hereby notified that their Goods are being
loaded and stored at their risk in the Company's
godowns at Wanchai, from whence delivery

Goods remaining unclaimed after the 30th instant, will be subject to rent.

J. S. VAN BUREN,
Agent.

"SHIRE" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
S. S. "MERIONETHSHIRE,"

**FROM HAMBURG, ANTWERP, LONDON
AND STRAITS.**

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
wharves into the Godowns of the Hongkong and
Straits Trading Co., Ltd.

Lowloon, whence and/or from the wharves
delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 18th Instant, will be subject

All Claims against the Steamer must be presented to the Undersigned on or before the 15th instant, or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be

examined on the 14th instant, at 3 P.M.
 No Fire Insurance has been effected.
 Bills of Lading will be countersigned by
DODWELL, CARLILL & Co.,
 Agents.
 Hongkong, 12th March, 1894. (104)

payable at any of its Agencies.
CHAU TSEUNG FAT,
 Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
 HONGKONG, 25th May, 1924. 1124

CHINA FOREWARNED BUT NOT FOREARMED

From what are stated to be, and doubtless are trustworthy sources' translations of some curious Chinese documents of an official and semi-official kind have been received by *The Times*. It was generally supposed that in the present complications with Japan the documents, as a few of the initiated were aware, that the war was looked on as inevitable by either party, sooner or later. As far back as 1872 some of the more far-sighted Chinese officials perceived that a great struggle between China and Japan for pre-eminence in the Far East was inevitable, and that it might be desirable for China to take the initiative. Among these far-sighted officials was Chang Pei-lun, a clever, ambitious man, who had studied with marked distinction in a famous college at Su-chow, in the province of Kiang-su, under one of the most erudite professors of modern China. While still a young man he was appointed a member of the so-called Board of Control, whose function it is to detect abuses in the administration and criticize the conduct of high officials. Having considered carefully the foreign relations of the empire, and fixed his gaze especially on Japan, he indited a remarkable memorial to the Throne in which the following occurred:

Our foreign relations are all of the greatest importance, and attended by complications, but our intercourse with Japan has proved to be more troublesome than with the other Powers. Japan is venturing upon a display of power, and has not only taken possession of the Loo-choo Islands, but is making some attempts on Korea. It becomes, therefore, the duty of our empire to check in time the threatening peril from Japan, and to establish definitely the supremacy of China over its neighbour. But to attack Japan is not by any means an easy task, and the victory will depend mainly on the relative strength of the respective naval forces. The increase, therefore, of our maritime power is of paramount importance and must be seriously attended to.

In my humble opinion it is essential that your Majesty should now issue your commands to the Cabinet Ministers to proceed to a discussion on the Japanese Question in order to decide upon the steps to be taken by our Government in respect to Japan, and to appoint special Ministers who would be responsible for the conduct of the affair.

It seems to me that Japan herself is not in a position to break the peace without some foreign ally. In comparing the relative strength of the two countries, it is evident that Japan is our inferior, and regarding the chances of obtaining foreign assistance, it is also situated less favourably than we are. Japan is not on very intimate terms with any of the foreign Powers, and it will therefore find no ally in the event of a crisis. On the other hand, the relations of our Government with foreign nations are secured by us for the course of a long period, and a warm feeling is increasing reciprocally from year to year. We may therefore count reasonably upon foreign Powers assisting us in case of a war with Japan. If we do not now determine the lines of our policy in the sense of preparing for a war with Japan, and remain satisfied with the present state of peace without any foresight respecting the future, we shall see that Japan will utilize her time in continuing her commercial enterprises. Thus Japan will increase its national power whilst we remain stationary. This will place us in permanent danger and expose us to continual menaces. This memorial, after being examined by the Military Board, was promptly forwarded by order of the Emperor to Li Hung-chang for his opinion.



LI HUNG-CHANG—FROM A MINIATURE PORTRAIT PRESENTED BY HIM TO MR. JOHN RUSSELL YOUNG, LATE UNITED STATES MINISTER AT THE COURT OF PEKING.

The Viceroy's carefully-considered reply is a remarkable document, wherein it is stated:—Some time ago, when I was ordered by your Majesty to offer my opinion on the questions raised by the memorial of Ten Sen-sue, the member of the board of government inspectors, I felt compelled to maintain views which were contrary to his, but under the present circumstances I cannot but express my entire concurrence with the views of Chang Pei-lun—namely, that it is necessary for us to make preparations for a war with Japan, and that, consequently, we must develop our naval armaments in order to be able to carry out this object.

Our best case for bringing about a rupture with Japan and coming to extremities is not Korea, but the question of the Loo-choo Islands, because we have an indisputable right over them, and every foreign Power would be obliged to admit the justice of our claim. If we choose to demand the restoration of our rights. Morally we are undoubtedly in our right on the question of the Loo-choo Islands, and materially China is a large and strong empire, superior to Japan. If we only organize our resources, develop our army and navy, we shall gain the respect of even the more powerful of the foreign nations, who will rank us with the Great Powers, and then Japan will, of course, not venture to carry out any hostile designs against us (by means of a foreign alliance). Japan has now for years earnestly studied Western science, and though her success is so far only an outward one, still her fleet must be admitted to be equal to ours. Therefore I should consider it hazardous to send our fleet to Japan to fight in the enemy's own waters. My humble opinion is, let us not lose sight of our plan of invading Japan, but let us not commit the mistake of doing this in a hurried manner. First of all, our navy must be thoroughly organized before we can think of an invasion.

Your Majesty has graciously ordered me to undertake the responsibility of preparing the plan for the invasion of Japan. Allow me, therefore, to state that I consider this question one of the utmost importance to the Empire, and I fear that unless all the Ministers of the Cabinet and the Viceroy of all the provinces agree together, and assiduously work together for years to come, any such attempt would be a failure.

It is absolutely necessary that if we should desire to secure the services of useful persons, we must introduce another system for their admission into the public service. In the interest also of a harmonious and united working of the Viceroy and Governors of provinces, it will be necessary to adopt a method by which the quasi-independent position which they enjoy in their relations to each other should be reformed, and joint action secured. If your Cabinet Ministers and Viceroy will agree together, and your Majesty will rule over them all in conformity with your own august decisions, then the great scheme of an invasion of Japan can be thought of, but it is decidedly better not to place the responsibility of this enterprise on my shoulders alone.

I feel humbly to express the hope that your Majesty will graciously order the Department of the Imperial Treasury and the Foreign Department of the Imperial Government to make out an accurate estimate of the contributions to be supplied by every province in support of the coast defence, whilst an additional amount should be granted for the defence of Formosa. Any deficiency should be made good by the Imperial Treasury, so that altogether a yearly amount of four million taels be brought together for naval expenditure, and this should be punctually paid into my department. Under these conditions I should be able to organize in five years a strong navy and sufficiently organize our coast defences.

I resume my humble opinion as follows:—That it is above all necessary to strengthen our country's defences, to organize a powerful navy, and that the aggressive steps against Japan should not be undertaken in too great a hurry.

Such are Li Hung-chang's views on the problem submitted to him. Two years after his presentation of the memorial, Chang Pei-lun had an opportunity of showing how far he could put his good principles in practice, and he was signally failed. When he was Minister to the Province of Fukien the fleet under his command was completely defeated by the French at Foochow, on which occasion the discreet Chang Pei-lun's flagship and directed the movements of the fleet from an adjacent hill a mile or more away. In spite of his manducations report that he had sunk two of the French ships, he was exiled to a place beyond the Great Wall, but he contrived to regain favour, and not only returned, but became the son-in-law of Li Hung-chang! These documents show us that as of yore the Chinese are astute and good at pretexts; the practice always is short. As *The Times* remarks in a leader on these documents:—

"We may say, in fact, that for both China and Japan the same policy was fitted. Each country was bound to prepare against the contingencies of the uncertain future, and for either of them to neglect precautions was little else than to invite attack. The warning involved in the situation has been given to both, but by one only has it been attended to, and unhappily for China forewarned has not meant forearmed."

"That the breakers ahead were discerned by the look-out men in Peking at least as far back as January, 1890, the present Editor of the *Hongkong Telegraph* is in a position to prove; but the time has not arrived when the private correspondence in his possession should be published. Moreover, no useful purpose would be served, at this critical juncture, by its publication *pro bono publico*. "Sufficient unto the day is the evil thereof." Chinese are biblicists in their overflowing and who shall say to what extent the surging depths—and of which the bubbles on the surface are sure indication that all is not tranquil below—will develop in the near future and give place to foaming billows against which the ship of State (the foreign Manchurian barque), handled with the utmost skill and having the benefit of experienced helmsmen, will in vain essay a safe exit from the storms of life from which she has hitherto so often and so fortunately escaped, but which now threaten to engulf her and all on board?"

EARLY LIVES OF LONDON DAILIES.

THEIR STRUGGLES AND SUCCESSSES.

The *Times*, with the exception of two others, the *Morning Post* and the *Public Ledger*, is the oldest living daily paper in London. It was founded in 1788 by John Walter. At first it was a small four-page sheet, and was printed by hand. The circulation was hardly 1,000 copies

a day. In 1847 it consisted of eight large pages, machine-printed, and could boast of a circulation of 30,000 daily.

The *Times* was the first paper to send out a special war correspondent. This it did at the time of the Crimean War. The idea was a new and a bold one, and it nearly doubled the sale of the paper.

The *Morning Post* made its bow to the public in 1772, sixteen years before the *Times*. At first the *Post* had exceedingly bad fortune with its editors, and acquired a reputation for scandal.

In 1795 the average daily sale did not exceed 350 copies.

The paper, plant, and everything was sold in that year to Daniel Stuart. Among the contributors to the *Post* were Coleridge, Wordsworth, Southey, and Charles Lamb.

Stuart, who had only given £600 for the *Post* in 1795, sold it in 1803 for £31,000.

In 1827 the *Standard* was started as an evening paper, with the avowed object of opposing Catholic Emancipation! Its profits are supposed to have been about £7,000 a year.

In 1857 the paper changed hands, and was controlled by a morning paper. The *Standard* was then a morning paper, and was published at 11 o'clock. At this time, a novel was published in addition to the news. The price was 2d, but a year later it was altered to 1d, without any corresponding change in the paper.

On January 21st, 1846, the first number of the *Daily News* appeared. It was evolved by Dickens. The capital was £100,000. Dickens was to have a salary of £3,000 per annum for his services as Editor, but he only retained the post for seventeen days.

The price of the paper, including the stamp, was 5d. The first year the circulation was barely 4,000 copies a day. Not even when the price was reduced to 2½d. did matters improve.

In 1868 the paper found new owners, and the price was reduced to 1d. Under the new management the paper prospered. The *Daily News* secured the services of Archibald Forbes as war correspondent, and during the Franco-German War the circulation rose from 50,000 to 150,000 copies per day.

The *Daily Telegraph* was first brought out as the *Daily Telegraph and Courier* in 1855. It was a four-page sheet, and the price was 2d. It was an utter failure until Mr. Levy took it over in payment of a debt. The price was then lowered to 1d, and in 1858 the size of the paper was increased by four pages, making eight in all.

In 1864 the proprietor of the *Daily Telegraph* combined with Mr. Gordon Bennett, of the *New York Herald*, to send H. M. Stanley to complete the discoveries of Burke, Speke, and Livingstone in Africa.

The *Globe*, the oldest evening paper in the world, was founded in 1803, in opposition to the *Courier*, which belonged to Daniel Stuart. It was somewhat of a failure until, in 1823, it was purchased by a Colonel Torrens, who amalgamated it with the *Traveler*. After this it succeeded better. In 1866 the price was reduced from 4d. to 2d., and in 1869 again to 1d. Among the many writers for the *Globe* was Francis Mahoney, better known as Father Prout.

The *Pall Mall Gazette*, which appeared in 1865, was the first paper which gave artistic and scientific opinions in addition to ordinary news of the day. It consisted of eight pages, at half the present size, and the price was 2d. It was soon enlarged to twelve pages. Among the early contributors Anthony Trollope was conspicuous, and James Greenwood, the editor's brother, wrote his "Amateur Casual" experiences. In 1882 the price was lowered to 1d.

ELECTROPLATING A VESSEL'S HULL.

THE NEW METHOD FOUND PRACTICABLE.

Since iron has come into general use for the hulls of large vessels, it has been a serious problem to prevent corrosion by sea-water and the fouling of the hull by the growth of barnacles and other marine organisms. It would seem that the simplest way would be to sheathe the hull with copper, just as a wooden ship is sheathed, but the sea-water finds its way to the iron by the crevices between the plates and, with the iron and copper, forms a galvanic battery, whose action eats away the iron plate faster than ever.

An interesting experiment, having for its object the coating of the hull with a tight, seamless coat of copper by electro-deposition, is described in *The Electrical Age* of January 19th. The vessel experimented upon was an ocean tug in dry dock at Jersey City, U.S.A. We quote as follows from the article referred to:—

"The process of electro-plating is comparatively simple. It consists in applying to one side of the vessel tanks or cells, each about five feet square. These are scried out on the edges to conform with the curvature of the vessel's sides, and then firmly braced and shored in position. These baths or tanks are only about eighteen inches in depth at their greatest depth, and this distance is cut down at each successive application.

"The method is a simple one. The bath once securely placed in position and shored up, it is caulked around the edges with cotton and covered with a water-tight, and then it is filled with a strong acid solution that is allowed to remain in position for twenty-four hours. The effect of this is to clean the vessel's side perfectly and leave the surface of the iron plates ready for the next process.

"The bath is then removed, the spot washed and cleaned, and the bath replaced in readiness for the second step. It is now filled with a solution of cyanide of copper and the electric current turned on. The effect of the cyanide solution is a twofold one. It completes more perfectly the cleansing of the side of the vessel, and in addition acts as a sort of a flux, and in this way causes the film of copper that is next to be deposited to be firmly adherent.

"This is the process that is repeated all over the sides of the vessel. Each new position of the bath is arranged so that it will lap a little over the edges of the section already done, and the result is, that when the entire work is finished the vessel is copper-plated all over to the thickness of one-sixteenth of an inch. There is no crack where water could get in, no seams or joints, and in a possible way there is no chance for galvanic action to set in except by such a blow or grinding on a rock as would cut through the copper film and into the iron beneath. It is needless to say that after such a blow the vessel would have to be put into a dry dock in any event, and when there a small bath applied to the spot would in a few days entirely remedy the difficulty.

"The plating has been watched with the liveliest interest by the Government inspectors, who have visited the tug almost daily, and who have tested the work in every possible way. Each section as fast as finished has been subjected to the searching tests of the cold chisel and hammer and no flaws have been found. The opinion of these experts has been and still is that the process is a thoroughly practicable and effective one. Another incidental benefit is the prevention of barnacle, copper being well known to be the only metal to which barnacles will not adhere.

"This corrosion and barnacle of war vessels is particular has been such a serious evil that at present it has been found necessary to adopt the most cumbersome means to prevent it. Modern war vessels have outside of their hulls a two-inch sheathing of plank fastened on by iron bolts. Outside of this a second two-inch sheathing of planks, held on by copper bolts, and to this exterior sheathing the copper plates are nailed in the usual way. Even with all these precautions the barnacles attach themselves at the cracks and seams, and from the bottoms of two of our vessels, the *Alert* and *Albatross*, were taken at one time the enormous amount of twenty-five tons of barnacles and incrustations.

"The great ocean liners have to be placed in the dry dock, their bottoms cleaned and painted, at the end of every two or three trips. Some idea of the saving in cost may be gained by the statement that Philip Hichborn, the United States Naval Constructor, in his report to Congress states that to dry-dock, clean and paint the cruiser *Chicago* at any port would cost about \$12,000, and that it is on the average necessary to do this three times a year, making the enormous cost of over \$100,000 for a three year's cruise for this item alone."

DEAFNESS. An essay describing a really genuine Cure for Deafness, Singing in Ear, &c., no matter how severe, long-standing, will be sent post free.—Autistic Ear, Deafness, and similar ailments entirely suppressed. Address: THOMAS KEMPE, Victoria Chambers, 10, Southampton Buildings, Holborn, London.—[Advt.]

Today's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"FOKION." Captain Davis, will be despatched for the above Ports TO-MORROW, the 19th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIE & Co., General Managers. Hongkong, 18th March, 1895. [365]

PUBLIC AUCTION.

HANDSOME ENGLISH-MADE AND HOLTZ & HOLTZ MADE FURNITURE, CHIMNEY GLASSES, PICTURES, CURIOS, PIANO, BILLIARD TABLE, &c.

THE Undernamed has received instructions from Dr. AVARA, to Sell by PUBLIC AUCTION, ON

TUESDAY, the 26th March, 1895, AT 2.30 P.M., at his Residence, CAINE ROAD, THE WHOLE OF THE HOUSEHOLD FURNITURE, Comprising:—

ENGLISH-MADE WALNUT SILK with PLUSH COVERED DRAWING-ROOM SUITE and OTTOMAN, CHIMNEY GLASSES, PICTURES, CARPETS and HEARTH RUGS, BLACKWOOD CABINET, CURIO STANDS and TABLES, CHINESE and JAPANESE CURIOS, ENGLISH-MADE WALNUT CENTRE TABLE.

EXTENSION DINING TABLE, ENGLISH-MADE MAHOGANY SIDEBOARD with GLASS BACK, DINNER WAGGONS, HANDSOME HAND-PAINTED, DINNER and BREAKFAST SERVICES, GLASS and PLATED WARE, WRITING TABLE, GLASS BOOK-CASES and BOOKS.

DOUBLE BRASS BEDSTEAD, SINGLE IRON BEDSTEAD, HOLTZ & HOLTZ MADE BED-ROOM FURNITURE, Consisting of:—

DOUBLE WARDROBES with GLASS DOORS, DRESSING TABLES with GLASSES, WASHSTANDS, CHAMBER STANDS, CHEST OF DRAWERS and SMALL CHAIRS.

ONE LEATHER COVERED WRITING CASE, ONE LACQUERED and GOLD FOLDING SCREEN, ONE TELESCOPE and STAND, by CALLA-SHAM, ONE GERARD GRAND PIANO, ONE FULL SIZE POCKET BILLIARD TABLE with BALLS, CUES, &c., Complete by BURROUGHS & WATTS, ONE IRON SAFE, SURGICAL INSTRUMENTS, SUNDRY PLANTS in POTS, &c., Catalogues will be issued.

TERMS OF SALE:—As customary. J. M. ARMSTRONG, Auctioneer. Hongkong, 18th March, 1895. [368]

VICTORIA CHAPTER.

No. 525, E.C.

AN EMERGENCY CONVOCAION of the above CHAPTER will be held in the MAHARAJA'S HALL, Zealand Street, on TUESDAY, the 26th instant, at 8.30 for 9 p.m. precisely. Visiting Companions are cordially invited to attend.

Hongkong, 18th March, 1895. [367]

TO LET AT MACAO.

FOR ONE YEAR OR LESS, FROM 1ST MAY NEXT. SANTA SANCHIA—A Seaside Residence with Large Garden. House partly furnished.

Permission to view obtainable on Premises. For Terms, apply to Messrs. HERBERT DENT & Co., Canton. Macao, 16th March, 1895. [366]

Intimations.

G. FALCONER & CO., WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS, NAUTICAL INSTRUMENTS, CHARTS and BOOKS.

No. 44, Queen's Road Central. [367]

CHS. J. GAUPP & CO., CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS, CHARTS and BOOKS.

SOLE AGENTS for London Audemont's Watches awarded the Highest Prize at every Exhibition and for Vacheron and Son's CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES. No. 4, Queen's Road Central. [369]

Intimations.

STANDARD FAMILY MEDICINES.

WATKINS' SARSAPARILLA
A COMPOUND CONCENTRATED EXTRACT TONIC AND ALTERATIVE

BALSAMIC LINCTUS
FOR COLDS, COUGHS, AND ALL THROAT AND LUNG COMPLAINTS.

WATKINS' CATHARTIC PILLS.
A STRICTLY VEGETABLE PURGATIVE.

The Best Family Physic For

STOMACH, LIVER AND BOWELS.

WATKINS & CO.

THE APOTHECARIES' HALL,
66, Queen's Road Central.

Hotels.

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent views of the Harbour and mainland of China.

SPECIAL SUMMER RATES.
(FROM APRIL 1ST TO OCTOBER 31ST).

One person, per day.....\$ 4.00
One person, per month.....\$ 75 to 92.00
Married couple (occupying one room) per day.....7.00

Married couple (occupying one room) per month.....150.00
Married couple (occupying two rooms) per month.....170.00

For further particulars, apply to THE MANAGER, New Victoria Hotel, Hongkong, 16th March, 1895. [36]

FUJIYA HOTEL,
MIYANOSHITA, HAKONE.

Four and a half hours from Yokohama. FIRST-CLASS ACCOMMODATION. NATURAL HOT SPRINGS.

THE ELECTRIC LIGHT IN ALL THE BUILDINGS.

TWO ENGLISH BILLIARD TABLES. EXCELLENT CUISINE.

SPECIAL RATES MADE FOR A PROLONGED STAY.

S. N. VAMAGUCHI, Proprietor.

NEW CANTON HOTEL,
FRENCH CONCESSION, SHAMEN.

Telegraphic Address:—"NEW."

GOOD ACCOMMODATION and EXCELLENT CUISINE.

BOARD and LODGING by the day:—
One Person.....\$3.50
Married Couple occupying one Room.....\$6.00

Telephone and Electric Bells fitted up throughout the Establishment. The Hotel provides Boats for the conveyance of Visitors to and from Steamers.

T. F. DA CRUZ, Manager. Canton, 1st February, 1895. [37]

BAY VIEW HOTEL.

THE "RAMSGATE" OF HONGKONG, (On Shan-ki-wan Road.)

THE POPULAR SUMMER RESORT, and TERMINUS of the only pleasant DRIVE to be had on the Island. "BAY VIEW" occupies the best situation on the Shan-ki-wan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launches can at any time come alongside the jetty adjoining the spacious lawn.

To the other attractions of this popular resort BATHING PAVILIONS have been added, and a LAUNCH runs from the NEW PEDDER'S WHARF to BAY VIEW every half-hour after 5 P.M. daily.

Private Dinners or Tiffin prepared in First-class style on the shortest notice, and Meals can be served at all hours.

Hongkong, 13th August, 1894. [19]

THOMAS' GRILL ROOMS,
(Corner of Queen's Road and Duddell Street.)

THE Undernamed has always thought that such a place as this was the one thing needed to fit in between HOTEL LIFE and the PRIVATE BOARDING HOUSE—providing it be First-class in every detail. A place where one may have his GRILLED CHOP or STEAK or any sort of the Day, up to 11 P.M., or later if notice be given. He is also prepared to SUPPLY MEALS to PRIVATE PARTIES per MENU or ORDER—the Parties sending Dishes, &c., for name and Cash. Terms:—

Breakfast.....per meal \$0.75.....per Month \$15
Dinner....." \$0.75....." \$15
Dinner....." \$1.25....." \$25
Breakfast, Tiffin and Dinner....." \$45
Breakfast and Tiffin....." \$30
Tiffin and Dinner....." \$40

SPECIAL TIFINS and DINNERS served in Excellent Style at short notice.

W. THOMAS, Proprietor. Hongkong, 14th June, 1894. [17]

To be Let.

TO LET.

DWELLING HOUSES:—"HIGHCLERE," at MAGAZINE GAP, "RAVENSHILL," WENT, on ROBINSON ROAD.

"DUNDEEV" in ROBINSON ROAD (fully furnished).

DES VIGUE VILLAS at THE PEAK FLOORS in BLUE BUILDINGS.

FLOORS in ELGIN STREET, PEEL STREET and STAMFORD STREET.

FLOORS in No. 5, SHELLEY STREET, GODOWNS—BLUE BUILDINGS, No. 74, PRAYA CENTRAL.

Apply to THE HONGKONG LAND INVESTMENT AGENCY Co., Ltd. Hongkong, 14th March, 1895. [17]

For Sale.

FOR SALE.

A GOOD BARGAIN.

ONE PRINTING MACHINE, ONE CUTTING MACHINE and ONE PRESS-NUMBER MACHINE with the latest improvements. All the Machines are quite new.

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BROCKETT & Co., Fochow. Amoy, 2nd February, 1895. [319]

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Makes a delicious and comforting drink during Summer Months.

H. E. BOTTLEWALLA, SOLE AGENT, No. 2, D'Aguiar Street, Hongkong, 5th March, 1895. [197]



CALDBECK, MACGREGOR & Co., WINE and SPIRIT MERCHANTS.

HONGKONG, SHANGHAI, LONDON AND GLASGOW.

13, Queen's Road, Hongkong, 24th August, 1894. [31]

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MITSUI BUSSAN KAISHA, 8, Queen's Road Central, Hongkong, 2nd January 1895. [38]

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OREGON PINE SPARS AND LUMBER.
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Hongkong, 24th June, 1893.

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Consultation Free.
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